

assisting the country's celebration of the centennial of the Wright Brothers' first flight, an anniversary which will take place in the year 2003.

I want to commend the chairman of the subcommittee, the gentleman from Virginia (Mr. WOLF) and ranking minority member, the gentleman from Minnesota (Mr. SABO), for their work in crafting this bill and bringing it to the floor. The bill was approved by the Committee on Appropriations by a voice vote and it has support on both sides of the aisle.

Finally, I draw to the attention of my colleagues that this is the last transportation appropriation bill under the gentleman from Virginia (Mr. WOLF) as chairman of the Subcommittee on Transportation of the Committee on Appropriations. The gentleman will be stepping down from the position in the next Congress. He has been an outstanding chairman, who led his committee in a bipartisan fashion. During his tenure, he has successfully guided it through dramatic changes in our Federal transportation laws. The gentleman from Virginia (Mr. WOLF) has balanced his role as chairman of the subcommittee with his other roles as a protector of his Virginia constituents and as fighter for humanitarian rights around the world. It is a difficult balancing act, but he has carried it off with grace and ability.

Mr. Speaker, this rule is an open rule, and it was adopted by a voice vote of the Committee on Rules. I support the rule and the bill. I urge its adoption.

Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. REYNOLDS. Mr. Speaker, I have no further requests for time, I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered.  
The Resolution was agreed to.

A motion to reconsider was laid on the table.

#### GENERAL LEAVE

Mr. WOLF. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on H.R. 4475, and that I may include tabular and extraneous material.

The SPEAKER pro tempore (Mr. BARRETT of Nebraska). Is there objection to the request of the gentleman from Virginia?

There was no objection.

#### DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2001

The SPEAKER pro tempore (Mr. REYNOLDS). Pursuant to House Resolu-

tion 505 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the consideration of the bill, H.R. 4475.

□ 0921

#### IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 4475) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes, with Mr. BARRETT of Nebraska in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. Pursuant to the rule, the bill is considered as having been read the first time.

Under the rule, the gentleman from Virginia (Mr. WOLF) and the gentleman from Minnesota (Mr. SABO) each will control 30 minutes.

The Chair recognizes the gentleman from Virginia (Mr. WOLF).

Mr. WOLF. Mr. Chairman, today the Committee on Appropriations presents the second fiscal year 2001 appropriations bill to the House. H.R. 4475 provides appropriations for the fiscal year 2000 for the Department of Transportation and related agencies appropriations.

The bill that the committee presents to the House is a good and balanced bill. The committee has increased funding for some agencies which have been hard hit over the past few years, like the Coast Guard, while cutting out areas of unnecessary spending.

The bill meets fully the Congressional commitment to highway, transit and aviation spending in TEA-21 and AIR-21, and fully funds Amtrak's Congressionally-mandated glidepath to operational self-sufficiency.

Briefly, the bill includes \$30.7 billion for highways, an increase of nearly \$2 billion; \$12 billion for the FAA, an increase of 25 percent, including \$3.2 billion for airport grants programs; \$6.3 billion for transit programs, an increase of almost \$500 million; \$521 million for Amtrak; and \$4.6 billion for the Coast Guard, an increase of almost \$600 million over last year, including almost \$560 million for drug interdiction.

I might just say, this is an opportunity for the Coast Guard with this money to really deal with the issue of drug interdiction and open fire on the drug runners coming out of South America. When we see a fast boat coming, heading out, and we know it is containing drugs, the opportunity is for the Coast Guard to hover over and give a warning, and, if it does not stop, to fire on the boat and to sink the boat, because there is basically a war on drugs, if you want to call it that.

Now the Coast Guard has the capability to do this, and next year we will see how successful they have been.

This bill has been developed in consultation with the gentleman from Minnesota (Mr. SABO) and the minority staff, and was passed in subcommittee and full committee unanimously with only a few amendments. The committee has worked carefully with all Members on both sides of the aisle to address specific concerns, and I believe we have achieved strong bipartisan support.

Let me just say a word with regard to the gentleman from Minnesota (Mr. SABO). We could not have worked in a better way. I have great respect for the gentleman from Minnesota (Mr. SABO) and his knowledge of budgetary matters, having been chairman of the Committee on the Budget and then ranking member of the Committee on the Budget. I think it is an indication that the two parties can sit down and work together.

So I just want to publicly thank the gentleman from Minnesota (Mr. SABO) for that effort, and look forward to working with him for many, many more years to come on these and other issues.

Correspondence from the Department of Transportation and the Office of Management and Budget suggest this bill, as reported by the committee, is acceptable to the administration. The bill deserves the House's widespread support.

I want to close by thanking the following staff for their help in preparing the bill. From the committee staff, John Blazey, who would make a great administrator of the Federal Transit Administration in the next administration; Rich Efford, who would make a great FAA deputy administrator; Stephanie Gupta, who would do a great job on the Safety Board; Linda Muir, who could run the whole agency down there; Chris Porter and Ken Marx have done a great job; Jeff Gleason from my staff; Cheryl Smith, who could run the whole process if she were given the opportunity; and Marjorie Duske of the staff of the gentleman from Minnesota (Mr. SABO), who would, again, do a great job.

The point I am trying to make is the staff, and I know sometimes this is a pro forma comment, has done a remarkable job over the past 6 years, and this year, and I want to personally thank them. Everything I said about what they could be doing in the next year is true and valid, and I do not want anyone to strike it, because I want it to stand.

Mr. Chairman, I include the following for the RECORD: